

10. RE-MARKING THE MILTON/SELWYN INTERSECTION

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Corporate Plan Output: Pg 9.5.37 & 9.5.38	

The purpose of this report is to advise the Community Board of the proposal to re-mark the intersection of Milton and Selwyn Streets to better position the cycle lanes, and seek approval to proceed.

REASONS FOR RE-MARKING THE INTERSECTION

The current configuration of the Milton/Selwyn Streets intersection is shown in the attached scheme “Milton St/Selwyn St Existing Road Markings”. There are two reasons why the Milton Street configuration is proposed for change.

- As the inside (kerbside) lane on both Milton Street approaches is unmarked, it is legal for vehicles to use it for straight-through movements as well as the left turn. The down-stream side of the intersection is not built or marked for two streams of straight-through traffic and cyclists. This can cause conflict with cyclists in the cycle lane on the far side of the intersection.

Unfortunately it is not practical to mark the inside lane as left turn only, as straight through cyclists will be required to squeeze into the straight-through lane.

- Barrington/Milton/Frankleigh Streets, Milton/Selwyn Streets, and Milton/Strickland Streets have all recently been signalised. The lane configurations for each intersection (on the Frankleigh/Milton Streets run) when marked, were all different (they were considered appropriate at the time). Given the relative consistency in peak movement patterns along Frankleigh/Milton Streets, it would be now appear appropriate to configure all of the intersections similarly.

The recommended configuration is shown in the attached scheme “Milton St/Selwyn St Proposed Road Markings”. The proposed scheme standardises the marking pattern with Milton/Strickland Streets and Barrington/Milton/Frankleigh Streets and clarifies the permitted movements available to cyclists and vehicle drivers.

The proposed scheme seeks to remove some on street parking in front of property numbers 117, 116, 102 and 101 Milton Street. The purpose of the parking removal is to provide a much smoother transition movement into and, in particular, out of the intersection lanes. At present cyclists must swing out (into the traffic stream) past vehicles that are parked at the extreme ends of the edge-line tapers - the sharp movement is not predicted by vehicle drivers and often “squeezes” cyclists and vehicles into a tighter space than should be available. In other words, the existing configuration places cyclists more at risk than the proposal.

The intersection marking changes have taken the current vehicle manoeuvres through the intersection into consideration, and will cause no decrease in intersection capacity or performance.

CONSULTATION

To date, no public consultation has taken place. As this is only a very localised marking change, it is intended only to inform the residents immediately adjacent to the intersection, extending along Milton Street to the extent of the proposed no-parking restrictions.

CONCLUSIONS AND RECOMMENDATIONS

The marking configuration has been proposed, in part, to create a more standardised series of intersection layouts along Milton Street. In addition, at this intersection the proposed configuration provides more “discipline” to the queuing traffic positioning and movements, eliminates the possibility of two streams of straight ahead traffic, and reduces the merging risks to cyclists.

The Community Board is requested to support this proposed marking change so that discussion with the adjoining property owners may proceed.

Recommendation: That the Community Board supports the marking configuration proposed so that consultation can proceed.

Chairman’s

Recommendation: That the proposal be approved in principle as a basis for public consultation.